

CARE FOR THE LIVING

Rescuers Pay No Heed to the Bodies Strewn About.

SCENES ARE HEARTRENDING

An early visitor to the scene after the crash found everything in the vicinity of Terra Cotta station and the terracotta works, which are on the other side of the railroad track, in inextricable confusion and horror. Only dimly by the flare of the light from the ovens of the works could the piled up wreckage be discerned.

There is a deep cut through which the railroad runs here, and in this natural pit the splintered cars, the smashed glass, the twisted iron, were mingled in an inferno, about which, with screams and lamentations, the wounded writhed or tried to crawl away.

Rescue came with the advent of the firemen and the police, and although there are no houses in the immediate vicinity of the tragedy, torches were quickly improvised and some measure was had to the extent of the disaster. It was evident at once that the wrecked cars had been crowded with passengers; the bodies littered up the ground about the track, and underneath the shattered cars could be heard the cries for help of the living, but sorely wounded.

LIVING DEMAND FIRST CARE.

It was no time for tenderness to the dead—the living demanded instant care. Hastily the bodies first at hand were examined, and those who had been killed outright were laid beside the track, out of the way of the efforts to rescue the living. They lay about in every conceivable position; in some impossible places; some needed but little effort to be set free; others were pinned down beneath heavy wreckage and had to be sustained until the wrecking apparatus came.

Many, indeed, were the fine examples of bravery. Women with broken arms but able otherwise to move, refused assistance and pointed to the wreckage where more unfortunate ones lay; little children, stunned and bruised, and more than one with ugly cuts from which the blood flowed freely, waited patiently until help should come, and only sobbed with the horror of it all.

FIND MOTHER AND CHILD DEAD.

Over and about the wreck, up and down the track the rescuers with flaming torches and lanterns searched for those who had been flung by the shock. Amid the darkness a flickering torch gazed upon white garments in a ditch beside the track. No need for help here! It was a dead woman lying there and pressed to the breast that would so gladly have protected it, was the body of a child—dead, too!

A little farther on the rescuers saw a living figure in the field close to the track. It was another child, dazed and wondering and not knowing at all how she had been flung to safety. She was not bruised nor scratched, and all her car seemed to be for her missing mother.

Mrs. H. F. Fisher, while responding to the call of a sufferer, almost stumbled over the body of a two-year-old child near the track. The boy was terribly bruised, but was still alive. The distracted woman hurried with it to her home, where a surgeon, whom she almost dragged with her, rendered aid. It is thought its life may be saved. It is understood the mother was killed.

SAVES MOTHER AND SISTER.

Young Man Sees Approaching Disaster and Rescues His Relatives. Mrs. Edith Barnes and her daughter were saved from certain death by the presence of mind of her son, George H. Burgess. The women had just boarded the train at Terra Cotta and were standing on the platform of the last coach. Burgess, who had seen them to the train, was standing on the station platform saying good-by. Looking up the track he saw the extra train approaching. With a cry of alarm he leaped upon the platform of the train and hurled his mother and sister to the ground, jumping after them. The crash came an instant later. The women were slightly injured by the fall and splinters from the wreck.

WEATHER CONDITIONS.

U. S. Dept. of Agriculture, Weather Bureau. Washington, Sunday, Dec. 30, 1906.—3 p. m. The storm central Sunday night in Eastern Kansas has moved to Northern Ohio and increased in strength. It has caused unsettled weather, with rain, in nearly every portion of the country east of the Mississippi, and snow in Upper Michigan, Minnesota, and the Dakotas. It has also caused warmer weather in the Ohio Valley, Indiana, and Illinois, where the temperature is now 10 to 15 degrees above the seasonal average. This storm will move north-eastward during the next forty-eight hours and cause general precipitation in Atlantic coast districts, the Ohio Valley, and the Lake region Monday. Tuesday will be generally fair, except in the Lake region, where snow will continue. High temperatures will prevail Monday in the East and South, but it will be colder Tuesday. Much colder weather is indicated for Monday in the Upper Mississippi Valley, the States immediately east of the Rocky Mountains, and the western portion of the Lake region. The winds along the New England and Middle Atlantic coasts will be fresh east to westward, increasing to brisk on the South Atlantic coast from southerly; on the East Gulf coast brisk southwest to west, and on the West Gulf coast fresh northerly. Steamers departing Monday for European ports will have fresh easterly winds and rainy weather to the Grand Banks.

Local Temperatures.

Midnight, 47; 2 a. m., 45; 4 a. m., 43; 6 a. m., 41; 8 a. m., 42; 10 a. m., 43; 12 noon, 45; 2 p. m., 47; 4 p. m., 47; 6 p. m., 46; 8 p. m., 45; 10 p. m., 44; Maximum, 47; minimum, 41.

Relative humidity—8 a. m., 82; 2 p. m., 71; 8 p. m., 78. Rainfall, trace.

Temperature same date last year—Maximum, 47; minimum, 35.

Temperatures in Other Cities.

	Max.	Min.	8 p. m. fall.
Ashville, N. C.	48	34	38
Atlanta, Ga.	48	34	38
Atlantic City, N. J.	48	34	38
Bismarck, N. Dak.	10	4	8
Boston, Mass.	42	30	34
Buffalo, N. Y.	48	34	38
Chicago, Ill.	50	34	38
Cincinnati, Ohio	48	34	38
Cleveland, Ohio	48	34	38
Davenport, Iowa	38	24	28
Des Moines, Iowa	38	24	28
Galveston, Tex.	72	54	64
Holmes, Mont.	20	4	8
Indianapolis, Ind.	48	34	38
Jacksonville, Fla.	70	50	60
Kansas City, Mo.	42	24	28
Little Rock, Ark.	44	24	28
Marquette, Mich.	34	20	24
Memphis, Tenn.	56	36	42
New Orleans, La.	60	40	46
New York, N. Y.	42	24	28
North Platte, Neb.	30	12	16
Omaha, Neb.	32	12	16
Pittsburg, Pa.	34	14	18
Salt Lake City, Utah	44	24	28
St. Louis, Mo.	48	34	38
St. Paul, Minn.	38	24	28
Springfield, Ill.	50	34	38
Yonkers, N. Y.	40	24	28

SEES STEPMOTHER KILLED.

Miss Perrmann Watches Rescuers Carry About Parent's Body.

Among the many tragic incidents that marked the relief work was the story of Miss Bessie Perrmann, a school teacher of Brookland, who directed the removal from the wreckage of the terribly mangled body of her stepmother, Mrs. M. O. Perrmann. Mrs. Perrmann and her stepdaughter were in the second coach at the time of the accident.

When the crash came, Mrs. Perrmann, who was seated by the window, was caught between two heavy girders and almost instantly killed. Miss Perrmann was badly bruised and received a severe scalp wound. She managed to extricate herself from the splintered car and stood near the spot where she knew her stepmother was pinned until she obtained assistance from some men rescuers. Through her directions the men were able to cut their way to the body of Mrs. Perrmann.

When the lifeless form of her stepmother was freed from the wreckage, Miss Perrmann walked beside the rescuers and remained at the side of the corpse until the arrival of the train for the dead.

MR. BAKER DESCRIBES ESCAPE

District Attorney Relates Experience in the Wreck.

One of the First to Telephone to Washington—Walks Half Mile with Sprained Ankle.

D. W. Baker, prosecuting attorney for the District of Columbia, who was among the first to telephone to Washington the news of the awful disaster to Washington, was seen by a Herald reporter last evening at his home, 1323 T street.

Mr. Baker was calm, and only once during the entire interview did he betray any excitement. That was when he spoke of the sight which met his eyes upon rising to his feet immediately after the accident. As he told of the bodies of men, women, and children strewn along the tracks, Mr. Baker's voice rose, and he grasped nervously at the coverlet on his bed. His attitude was one of a man who was living over again an almost unparalleled horror.

"I was sitting in the middle car," said Mr. Baker, "about four seats from the rear end, with Mr. Johnson. The car was very much crowded. We had just left the station, and were getting up speed, when suddenly there came a tremendous crash, accompanied by a ripping sound which I cannot describe. In a second the air seemed filled with flying debris."

"I let myself go with the wreck. I expected every minute to be killed by being pinned under some great mass of wreckage or by being struck by some of the flying timbers. Soon, however, the noise subsided, and I realized that it was over. I rose and looked about me.

"What a terrible sight met my eyes! It was awful, horrible. All along the tracks were men, women, and children moaning and crying. It seemed to me that I was the only one that rose out of the wreckage. Nothing was in sight except the bodies lying beside the wreck. I did not think at first that I was injured, and started to walk toward Brookland, about a half mile from the scene of the wreck. There I telephoned the news of the wreck.

"I also called on some one come after me, and also to tell my wife that I was safe. Dr. Brooks attended to me and dressed my wounds. Shortly afterward some friends of mine took me home in the automobile. I was brought directly home.

CORONER NOTIFIED OF WRECK.

Orders Bodies of Victims Brought to Washington Morgue.

Considerable delay accompanied the bringing of the dead bodies to the city. This was accounted for owing to the fact that the railroad officials at the wreck were not certain what action should be taken for the disposition of the dead. The delay was also attributed to the fact that for several hours after the collision it was impossible to remove the bodies from the debris.

Coroner Nevitt was notified of the accident by Lieut. Hodges of the Sixth precinct station. He immediately issued orders that the bodies be brought to Washington and turned over to the morgue officials. Dr. Glazebrook attended to the removal of the bodies after their arrival at the station.

REAR TRAIN CAME WITH RUSH.

Harry Higbee Was Standing on the Platform When Crash Came.

Among the half-dozen or so persons who were standing on the platform of Terra Cotta were Harry Higbee, an employee of the terra cotta works, who, with his seven-year-old son, George Higbee, was waiting to assist his sister-in-law, Mary Lippold, upon the train. Both his son and sister-in-law were killed.

Miss Lippold was going to Brookland, about a mile and a half distant. Higbee had the boy in his arms, and the child was bidding his aunt good-by when they saw the headlight of the empty train. Instantly, Higbee says, and before he realized what was about to happen, the engine struck the rear coach with a terrific crash. He remembers hearing the awful sound mingled with the shrieks of many human voices.

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FIFTEENTH AND PENNSYLVANIA AVENUE

NEWS SPREADS FAST

Thousands Crowd Station Waiting for Relief Train.

AMBULANCES ARE NUMEROUS

Grewsome Sight as Remains Are Brought In—Newspapers Get Out Extras, and They Are Sold by Thousands—Details Are Meager and Crowds Wait Patiently.

News of the disaster spread throughout the city within a remarkably short time. People whose relatives and friends had been spending Sunday in the country, and who expected them to return to Washington during the evening, eagerly awaited detailed information. Thousands of copies of the Washington Herald and other papers were sold last night.

Patrol wagons, ambulances from the different hospitals, and the vans from the city morgue and private establishments crowded about the station and added to the unusual sight about the place. These vehicles were stationed at the C street entrance, and others at the north side of the building.

Police under the command of Capt. Michael Burns, of the Sixth precinct, were stationed about the depot to prevent the crowd from entering upon the railway platform. Later, Maj. Sylvester arrived at the depot and took charge of the details.

By 8 o'clock, only a short while after the accident, the depot was filled to overflowing with people seeking to hear a word from some one whom they thought aboard the ill-fated train. Hundreds of others went to the station out of curiosity.

Believing that their relatives or friends were among the unfortunate, many heart-rending scenes were enacted in the waiting rooms and among the people moving nervously about the platforms and sidewalks in the vicinity of the depot. Women cried, and several were overcome with grief and exhaustion and broke down altogether. These were taken care of by their friends.

Among others who were at the station anxiously awaiting news from the scene of the collision was Representative Joseph Babcock, of Wisconsin, who lives near the depot. Commissioner Macfarland arrived at the station, and later accompanied the relief train to Terra Cotta. Hour after hour the people waited for reports from the accident. Details were meager, and for a while it was believed that the number killed was not as large as first announced. Finally, when the true facts became generally known, there were many expressions of regret.

J. F. Legge, terminal agent of the B. & O. in Washington, was notified by telephone of the accident shortly after it occurred. He has been detained at his home by illness for the past week and was unable to go to the station to assist in any way in caring for the dead and injured.

FIREMEN HASTEN TO SCENE

Fear of Blaze in the Wreckage Fortunately Not Realized.

Reports of Looting the Dead Not Verified, But Police Are on Guard.

Shortly after the wreck took place Commissioner Macfarland communicated with Maj. Sylvester and Chief Belt. It was feared that a fire would break out among the demolished cars. Engine Company No. 17, the nearest fire station to Terra Cotta, was dispatched to the scene at once.

The firemen arrived at the wreck within half an hour, but as there were no large blazes there was little or nothing for them to do in their line of work. The firemen remained some time, however, to be of assistance in rescuing the injured and extricating the bodies of the dead from the debris.

Following the orders of Maj. Sylvester, Capt. Elliott, of the Tenth precinct, was dispatched to the scene with twenty patrolmen. These officers were gathered hurriedly from the Eighth, Ninth, and Tenth precincts and formed a cordon about the wreck as soon as they arrived.

Several reports were circulated that the dead and injured were being robbed before the arrival of the police. A passenger stated that he had seen a colored man going through the pockets of one of the victims. If any looting was done, however, it did not amount to a great deal.

In one or two instances empty handbags were found, but it was impossible to determine whether their contents had been abstracted by some thief or had been scattered when the wreck occurred.

In most instances, however, the clothing of the victims was searched the contents of pockets and purses were found intact, and the police took good care to see that they were kept so.

ENGINEER DIES IN S. A. L. WRECK

Saves His Passengers and Heroically Remains at His Post.

Charlotte, N. C., Dec. 30.—The Seaboard Air Line's "Fast Mail No. 32," northbound from Atlanta to Richmond, crashed into a string of loaded freight cars at Peachland, a flag station nine miles east of Monroe, partially wrecking the passenger train and killing Engineer S. E. Maxwell, of Raleigh. Running fifty miles an hour, Engineer Maxwell sighted the freight train as he rounded the curve near Peachland, and he applied the emergency brakes. The speed was reduced to ten miles an hour when the train struck, and the fireman jumped without injury. Maxwell stuck to his post and was caught between the engine and tender and slowly roasted to death in view of the passengers, who strained every nerve to reach him. Helpless, pinned in an upright position with both feet in the fire box, the brave man lived four hours, fully conscious, talking cheerfully to the rescuers; his last words being a message to his wife and child at Raleigh. No one else was hurt.

\$450,000 Fire at Los Angeles.

Los Angeles, Dec. 30.—Fire broke out last night in a building occupied by Cohn, Goldwater & Co., South Los Angeles street, woolen goods and haberdashery dealers. Landerman Adolph Hermansen was struck by a stream of water and dashed from the fifth story to the pavement below. He was probably fatally injured. The loss is \$450,000.

VIGIL AT TERRA COTTA

Continued from first page.

were gathered and laid tenderly upon the dark hillside—babies in arms and little children and mothers and fathers. All along that fatal half-mile was the tragic task pursued. Not alone were bodies gathered, but hats and handkerchiefs and satchels and watches and trinkets of all kinds. One was a gold locket with the initials "M. C. B." and inside it bore the photograph of a man and woman. All these was placed aside with scrupulous care, to aid in identification, for many of the corpses were mangled beyond recognition.

During all this time people talked in whispers. The awfulness of the tragedy seemed to weigh heavily on the throng. There was something so weirdly picturesque about the whole scene—the damp, gray fog, the flickering lights, the grim, silent engine outlined against the cloud-laden sky—that impressed even the most unimaginative mind. Even when the wrecking train came out, with its crew of Italians, the orders were given in low tones, as if there was some sanctity not to be violated. On this wrecking train was a huge steam crane, with an arm that extended far out into the fog, and hung like the index finger of the hand of fate over the ruins. There was no sentiment among the workmen. They tumbled the broken cars over into the ditch and cleared away the timbers from the engine. Half hidden by the fog, they looked like gray gnomes summoned from the underworld. They worked without sentiment, and yet, deep down in their hearts a bit of superstition rested, for they passed far on the other side from where the corpses lay. Presently they, too, disappeared, for the track was clear, the twisted rails were straightened, the debris was cast aside, and a gondola car that in some mysterious manner had got tangled up in the wreck had been placed in upright position. The bell of the wrecking-train engine tolled in funeral fashion as it moved away.

And all this time the figures of 100 men moved uneasily through the fog up and down the track waiting patiently for the train to carry the dead in to the morgue. It seemed as if the train would never come. There was nothing to do but to stand guard over those lifeless figures that lay stretched out under the misty sky. His silent watch was kept until at last the train appeared. On impromptu stretchers the dead were placed and then lifted into the express car which, for the time being, became a funeral coach. It was a sickening harvest which was thus gathered from the damp and soggy earth beside the railroad track.

Half an hour later the scene of the wreck was dark and silent. A few police men marched slowly up and down the track, waiting for daylight to aid them in the search for more belongings of the dead. Through the veil of the fog the moonlight made a feeble effort to penetrate. In the misty glow the monstrous engine, silent and black, still loomed in dreadful outline against the sky.

ODD FEATURES OF DISASTER.

Former Engineer Puzzled by Coal Car Amid the Wreckage.

Among those who went out from the city to the scene of the wreck as soon as the news came in, was Solicitor General McCabe, of the Department of Agriculture. Mr. McCabe is the son of an old locomotive engineer, and he himself was also an engineer for many years before being admitted to the bar. His judgment of what took place has special value.

"It was clear to me," said Mr. McCabe, "that the engineer of the rear train was acting at high speed. The station man at Takoma Park told me that when he entered the block he must have been making sixty-five miles an hour. The force with which he came down that grade could be imagined, when you see that he drove the first section of No. 66 half a mile down the line.

"But what puzzled me more than anything else was the situation when the train was all over. The two trains were half a mile down the track from where the dead lay. The cars of the first section lay obliquely to the west of the track.

"On the track between the derailed cars and the engine of the second section was a coal car with the front end smashed from contact with the first section, but apparently untouched at the rear end. The engine must have hit it. How on earth did that coal car get in between the two sections on a main track where coal cars were not supposed to be stored?

"The only explanation that I could think of was that the engine of the first section must have run in from the main track on some siding and picked up the coal car and then run out on the main line again. It will require something more than the ordinary inquiry to reach a conclusion to make clear just how that coal car figured in that affair. The scene was fearful, and I could not describe it."

SOUVENIR HUNTERS BUSY.

Many in Crowd Eager to Get Mementos of Disaster.

A feature of the affair which was equally as horrible as the wreck itself was the conduct of the crowds of souvenir hunters who rushed to the scene. By 2 o'clock this crowd had removed from the scene what would have made a whole car. In many instances the crowd, in its mad desire to get mementos, were carrying off parts of skulls, fingers, and other parts of human bodies. Before the police were aware of what these people were doing, they had taken away many of the small bits of clothing and personal effects which would have aided greatly in identifying the bodies.

As soon as the police learned of the occurrence they immediately forced all of the sightseers to leave the scene, and allowed only the railroad employees and laborers to handle the wreckage.

IROQUOIS THEATER FIRE.

Held Up to Public in Annual Observation of Disaster.

Chicago, Dec. 30.—The Iroquois Theater fire, in which 600 persons lost their lives here four years ago, was held up at the Iroquois Memorial Association's annual meeting to-night as "a lesson to the law-breaking public of Chicago." The awful disaster was not so much a rebuke to the public as the disaster which the Iroquois Theater fire, the chief speaker, "as to the people."

SEEK CAUSE TO-DAY

B. & O. Officials Plan Rigid Investigation.

EXTRA TRAIN CREW HELD

General Superintendent Todd Examines Operator Phillips at Takoma Park, Who Went Home at 6:30. Inquiry Will Be Held in Baltimore To-day—Train Was Motionless.

Officials of the Baltimore and Ohio Railroad will hold a rigid investigation in Baltimore to-day. The investigation will be conducted openly and made public. The officials of the road said last night that they were unable to place the blame for the disaster.

General Superintendent Todd examined Milton W. Phillips, the operator at Takoma, the last signaling station that the extra train passed before crashing into the accommodation. The superintendent said last night that Phillips was acting according to orders when he went home at 6:30 o'clock, leaving the "double green" signal burning. Mr. Todd would make no positive charge, but intimated that the burden of blame would probably fall upon the engineer and crew of the extra.

Five men were arrested by the police. They are all members of the extra train's crew, as follows: HARRY H. HILDEBRAND, engineer, FRANK F. HOFFMEIER, conductor, WILLIAM A. NORRIS, baggageman, RALPH RUTTER, brakeman, IRA C. McCLELLAND, fireman.

According to the details gathered from the officials and trainmen, the wrecked passenger train, No. 66, was standing motionless at the Terra Cotta station when the accident occurred. The second train, composed of ten empty passenger coaches, was running as a second section of the passenger.

Hildebrand's Statement.

Harry H. Hildebrand, engineer of the extra, of 101 West Ontario street, Baltimore, after being taken in custody last night, made the statement that he had seen no lights ahead before the collision. "I was running at the rate of about twenty-five miles an hour," Hildebrand said at the station. "A heavy fog prevailed at the time. The first I knew of the wreck was when I felt the engine and cars come together."

ALL LEND AID.

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should take them to Washington, where they were distributed among the several hospitals.

It was more than two hours, however, before the relief train was started back from Terra Cotta to Washington. The relief train left Washington shortly after 8 o'clock. The train consisted of an engine, baggage car, and two passenger coaches. It had been hurriedly called by the company dispatcher, and was made up at the depot, where it awaited the arrival of the surgeons, nurses, and the officials of the road.

Company Surgeons Took Charge.

Dr. Lewis J. Battle, one of the railroad surgeons, took charge of the relief work immediately upon the arrival at the scene of the catastrophe. Dr. Burch, the police surgeon, also accompanied the relief work. Other surgeons in the party were Dr. Allen Walker, Dr. M. H. Prosper, Dr. Lewis Walker, and Dr. Monroe.

The first relief train returned to the station at 9:35 o'clock. It consisted of two passenger cars and one baggage coach. There were injured people in all the cars, and nurses were at work relieving the sufferers as the train pulled in. As the train backed slowly into the platform there was a rush at once to lend assistance to the unfortunate. Police men, doctors, colored porters and citizens aided in carrying those hurt from the cars to the ambulances.

Stretchers Are Filled.

Stretcher after stretcher, with its human burden, was carried along the platform to the ambulances. The wounds of the injured had been partly dressed at the scene of the wreck. Many of the bandages had become saturated with blood, and added to the horror of the sight.

As fast as the ambulances were filled they were hurried toward the hospitals. There the attendants had been notified, and had everything in readiness to receive the patients.

Nearly every available ambulance in Washington was called into use. When the relief train arrived there were five patrol wagons which had been converted into ambulances in waiting. In addition, there were ambulances from the various hospitals, private as well as public. An ambulance from the United States Marine Hospital was also in attendance to carry the injured to the Providence Hospital. As quickly as possible the vehicles took their loads to their respective institutions, and returned to the station for other patients who were waiting to be taken away.

ENGINEER AND FIREMAN SAFE

Stick to Post in Crash and Escape Without a Scratch.

The escape of Engineer Harry H. Hildebrand and the fireman, Ira C. McClelland, who were in the cab of engine 2123, pulling the extra train, is considered something remarkable. Neither was injured in the least. Both remained in the locomotive until it came to a standstill.

While the engine of the extra which crashed into the rear of No. 66, traveling at a speed of about twenty-five miles an hour, remained on the rails, the entire front end was smashed, and the locomotive practically demolished. The engineer clung to have stuck to his post, and, while the cab was ruined, he did not even receive as much as a scratch.

The fireman was on the left side of the engine at the time, and escaped without even the slightest injury. Every piece of glass in the engine was broken. Twenty policemen stood guard all night at the scene of the terrible accident. The work of searching for additional bodies was continued throughout the night. In addition to the police and rescue workers, a force of laborers was kept at the scene clearing the track, and an effort made to start in the task of cleaning up the wreckage.

Early this morning Maj. Sylvester ordered two immense cans of hot coffee to be sent to Terra Cotta for the policemen who were on duty.

DETAILED ACCOUNT.

Continued from first page.

complete, as the heavy engine plowed its way through and scattered the unfortunate victims along the track.

Some were ground beneath the wheels, while others were killed by the flying debris. For a distance of fully a quarter of a mile the wrecking crew and the hundreds of curious people who went out from Washington to visit the scene of the awful catastrophe saw strewn remains.

It required fully three hours on the part of the earnest workers to gather these fragments of human beings together and spread them along the banks of the railroad track. Identification was extremely difficult in the darkness, and it was not until after midnight that the bodies were brought to Washington and taken to the morgue.

Engine Remains on Track.

A strange feature of the accident is the fact that neither the engine, the tender, nor any of the empty coaches of the colliding train left the track. Despite the damage which was wrought the engine was only slightly injured, and neither the engineer nor the fireman sustained any injury.

Both remained in their cab and were placed under arrest as soon as the police reached the scene.

Engineer Hildebrand, who has been with the road many years, was so excited that he has not yet been able to give any lucid account of what happened. He does not even remember putting on the airbrake to stop his train, which ran a full length after it had struck the rear coach of the local.

Says He Had "Clear" Signal.

He states positively that when his train entered the block at North Takoma, a short distance beyond Terra Cotta, he was given a clear track. This statement is directly contrary to that of the operator at North Takoma, who declares that he gave the train the red light, indicating that the track was not clear.

Great confusion and intense excitement followed the crash, and in the darkness and fog those who were fortunate enough to escape serious injury could do little or nothing to aid the dying or to extricate the mangled corpses from the debris.

It was nearly an hour before a relief train from Washington could reach the scene and begin the work of taking out the dead and injured.

The wreckage was strewn all along the track, and there was practically nothing to burn. The trucks of the rear coach of the local were thrown off the tracks at the station. Those of the second coach were carried on a distance of several hundred yards and remained upon the track.

The forward coach was the only one which was not completely telescoped. It was lifted from the track and its sides stove in. The bodies of two women and a child, all terribly mangled, were taken from beneath the truck of the second coach.

Hard to Identify Dead.

The rescued hand baggage was of little assistance in determining who were among the list of dead, as it was scattered far and wide from those to whom it had belonged. But here even in some instances it was possible to ascertain something concerning the identity of the dead.

In a number of cases so badly were the bodies mutilated that it was only possible by examining the hair to determine whether a woman was white or colored. Several of those who were killed were evidently in the employ of the railway. In the pocket of the coat of one man were found two pay envelopes which had never been opened. In the coat pocket of a lad about eight or ten years old was found a Baltimore and Ohio Railroad pass issued to Mrs. J. A. McCaghey and son. It is not known whether or not the boy's mother is among the list of the dead, but a woman, evidently his